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"OLD TIME STUFF"

Reminiscences of the Ottawa of Earlier Days. Personages, Scenes and Incidents Recalled for Evening Citizen Readers

Gone are the days when the shantymen used to roll into Ottawa after the spring drive, and the merry strains of "En Roulant ma Boule" used to be heard on the streets; gone are the days of the "runners" for the lumberjack's hotels and the clothing houses; gone are the days when the poor simple-minded bushman, with their pockets full of their season's wages, became the victims of all sorts of unscrupulous persons; gone are the days when whiskey flowed like water in Lowertown and at the Chaudiere.

But today's feature article will reconstruct them, revivify them. And in this connection let the Old Time Stuff introduce one who knows the story from A to Z—Mr. Terence McGuire, former upriver agent for Perley and Pattee, and, since 1898, till two years ago, deputy collector of Inland revenue here. Mr. McGuire does not perhaps need much introducing to Citizen readers, for this is the Terence McGuire who, prior to 1916, was a political power in the Liberal interest in Ottawa and wherever he journeyed; also the Terence McGuire who was seven years alderman for Dalhousie ward and fourteen years Separate school trustee for the same ward, who could call by their first names nearly every man, woman and child in the west end of the city.

Natural Friend Maker.

Mr. McGuire was a natural friend maker. He did things for people just because he liked to be helpful, and therein lay the secret of his popularity and success. To-day Mr. McGuire is leading the retired life. He was superannuated two years ago. But nothing gives him more pleasure than to meet the old timers and renew acquaintances. It might be remarked in passing that Controller Jos. McGuire is a nephew of Terence McGuire, which perhaps explains why Controller McGuire has the friend-making faculty so strongly developed.

Mr. McGuire was not born in Ottawa. Like Mr. W. J. Topley, the veteran photographer, he was born in Aylmer. For forty-five years, however, he has lived in Ottawa. His father was George McGuire, who was a well-known shoe merchant in Aylmer when the place was at its best.

At Its Liveliest.

And now to the shantymen.

"Yes," said Mr. McGuire, "I guess I can tell you something about the old days of the shantymen, as I was connected with the river and lumbermen for twenty-seven years prior to 1918 when things were perhaps at their liveliest. Those were certainly great days in their way, picturesque days. But it was only those who were on the inside who really knew the days properly, as the public, who heard the gangs come down in the spring singing and carrying on their horseplay, only knew the outside of the cup. The public saw the shantyman come home in the spring after his winter's toil in the bush, with his pocket full of money, and the thing seemed nice and cheerful, especially when the shantyman seemed so cheerful.

Inside the Cup.

"But the public did not see the inside of the cup, they did not know the aftermath of that apparently joyous homecoming. It was men like myself who hired the gangs and who had in the fall to take men from the hotelkeepers (who rounded them up) with weeks of board bills attached to them, to be taken out of their camps, who understood the sad inside of the outwardly joyous story.

"A very small percentage of the men who came down from the spring drives kept their winter's earnings more than a few days. In those times liquor flowed like water in the Lowertown and Chaudiere hotels, and the shantymen, quickly drunk, became the victims of all sorts of unscrupulous persons. Most of the shantymen were big, simple-minded fellows who fell easy victims. All kinds of stores had 'runners,' whose business it was to get the shantymen to buy. Much of their money went in the foolish purchase of things they did not need. Brass watches were sold to them for gold, and all that sort of thing. Many of them while drunk were literally robbed out of face. There were dozens of ways to get the shantyman's good money.

Made Getaway.

"In the old days a large number of men were required in the shanties and the lumbermen relied almost entirely on the hotelmen to round up the gangs for them. It naturally followed that the men whom the hotelmen presented to the lumbermen's agents were men who owed them arrears for board. You see, the hotelmen, feeling pretty sure of future business, used to give credit for board to the shantymen after they were 'strapped.' To get their money back they found jobs for the men who were in debt to them, and they always stipulated that the lumbermen were to deduct from the men's wages the amount of hotel bill they owed. As there was no way that the shantyman knew of getting a job except through the hotelmen, they always got the job with the string tied to it. But it often happened that on the way to the bush men changed their minds and jumped the job in order to escape paying their old debts.

Changed Scenes.

"This sort of thing happened so often, and the deduction of debts from the men's wages became such a nuisance, that later the lumbermen changed their system, and either did their own hiring or used the services of such reputable employees as Mr. Dale Dan Martin or Phil Wright.

Old Times Best.

Talking of old times in the bush, Mr. McGuire expressed the opinion that the old days of the shantymen, the big fire in the shanty, and the great open chimney were better for the men than the present-day stoves. There there was plenty of natural ventilation and practically no sickness among the men. The men hung their wet clothes around the big fire and all the odors went up the wide open chimney.

He agreed, however, that the food served to the men nowadays is better than in the old days. Then the standard and regular diet was salt pork, molasses, beans and bread. Now the men are supplied with butter, sugar, cheese, pastry and other things. Mr. McGuire gave credit to the United States lumber firms, who came here in the fifties and sixties, for effecting the change.

Hard Travelling.

Mr. McGuire told that before the railways got into the north country travelling in the bush was a long and tedious operation. The summer trip was like this: Leaving Aylmer by the Union Forwarding Co.'s boats to the Chats, then from the falls for three miles by horse-tramway to the head of the Chats, by boat from the head of the Chats to Portage du Fort; then by stage to Indian River; then by a small boat on Muskrat Lake to within nine miles of Pembroke; from this point to Pembroke the trip was by stage. From Pembroke a boat was taken to Des Joachims, 40 miles; then by wagon to Mattawa and from that point into the various lumber camps. It took usually four days to make this trip. The time to Pembroke was usually two days if all went well. Now one runs to Pembroke in about three hours.

The winter trip, which was by sleigh and generally speaking followed the ice route, occupied a little longer time. Mr. McGuire said that in winter the supplies sent up by Perley and Pattee to their camps near Whitney, about 150 miles, used to take about six days en route.

Crooked Roads.

"Before the railroads went north," Mr. McGuire remarked, "winter travel between Ottawa and Pembroke made a hard and picturesque scene. There was a steady stream of men and supplies all travelling north. So numerous were the heavily laden teams that it was almost impossible for a cutter or light vehicle to travel in the daytime. The heavily laden sleighs, of course, had the right of way and as the roads were very narrow it was a case of constant turn out into the deep snow for anyone foolish enough to run against the northbound traffic, or to try to pass by it. The wise man travelled at night when the teams and men were housed for the night in the various stopping places. Night travelling was pretty lonesome work, but it was the only sensible thing.

Aylmer Busy Town.

Aylmer was a lively town before the railroads spoiled it, according to Mr. McGuire. It was the starting point for the north in summer. There were three stage lines running from Ottawa then. The Aylmer hotels did a rushing business. They were good hotels. The British hotel and Hull House hotel that was burned two years ago in the big fire were samples of them.

Council Memories.

Talking of his council experiences between 1898 and 1906, Mr. McGuire said he was in council the year the Electric Railway charter was given in 1893. Among the men with whom he sat in council he remembered as outstanding: J. C. Roger, the late Alex. McLaren, W. H. Cluff, the late J. D. Fraser, Edward Wallace, Stuart Henderson, John C. Jamieson, Rob Davidson, ex-Mayor Durocher and E. G. Laverdure.

Speaking of Mr. Cluff, Mr. McGuire said: "He was the critic of council and one of the best posted on municipal law that ever sat there. I found him very square, but the trouble was that he spoiled much of his usefulness by his unnecessary bitterness of expression. But down at all, I liked Mr. Cluff, and when one knew him he was a pretty decent fellow.

To Mr. McGuire's credit stands the change in the Separate School Board from open voting to voting by ballot. The Separate School Board had retained open voting long after it had been abolished by the council and by the Public School Board. It was on Mr. McGuire's initiative that the change was made.

A son of Mr. McGuire, George T. McGuire, is electrical engineer for the city of Nelson, B.C. He recently wrote his father saying that he is reading the Ottawa Old Time Stuff and enjoying it very much.

ST. PATRICK'S DAY AS OBSERVED IN 1868

Here is the story of an observance of St. Patrick's Day in 1868 as told by the Ottawa Times. The day started by a service at the R. C. cathedral. A solemn high mass was celebrated by Rev. Mr. Collins, of Upperton, after which a sermon was preached by Rev. Father Mulloy from St. Luke, chapter xii, verse 22.

After the service a procession was formed, led by Patrick Buckley as chief marshal, with Messrs. McCaffrey, Laurence and Whelan as aides. First came the Union Jack, followed by the Queen's Fire Company, the boys of Ottawa College and the boys of the Christian Brothers' school. Next came the St. Matthew's Temperance Society, carrying a green flag and a portrait of Father Matthew. Irishmen generally walked next. The route of the procession was: Sussex, Rideau, Dalhousie, Rideau, Sparks, Bank, Wellington and then back to St. Patrick's hall on Queen street, where speeches were made by Mr. Guerin, E. J. Buckley, W. H. Walker, John Bowes and John Kelly. It is estimated that one thousand persons took part in the procession, which was very orderly.

THE FIGHT TO GET THE WATERWORKS FOR OTTAWA

In these days when one has merely to turn a tap in order to procure water, it may be of interest to know that the city did not secure the present waterworks system without a big fight. Prior to 1874, when the waterworks system went into effect, Ottawa was supplied by water drawn by water carriers in barrels at a cost generally of twenty-five cents per barrel.

The fight for a waterworks system began in 1869, following the successful building of waterworks in Montreal.

In August, 1868, a public meeting was held in the old wooden city hall to get an expression of opinion of ratepayers on the desirability of Ottawa having waterworks. By all accounts it was a pretty lively meeting. According to the newspapers of the time, all the water carriers, whose calling would naturally be injured, were there in force and made themselves heard.

Thos. Worthington and James Cotton moved a motion affirming that it was desirable that Ottawa should have waterworks. This was carried by a large majority.

Then the opposition got in its work. Ald. Mosgrove and Lyman Perkins moved that in view of the state of the city's finances the then present was not a suitable time for so great a project. Mr. Patvoye and Mr. Patterson moved an amendment to appoint a committee of seven of ways and means to advise as to how best to secure a system.

Carrier Opposition.

After a very heated discussion, during which all the water carriers were very turbulent, the amendment was voted down and the Mosgrove-Perkins motion to defer action was carried by as large a majority as the first motion favoring the proposed water works had been carried. The meeting then broke up.

The next day the Times remarked that it was "a case of Rome versus Ottawa—old fogey versus progress."

During the course of the meeting several speakers pointed out that no other cities in Canada of 20,000 population were without water. Kingston, Hamilton, Quebec and Toronto all had waterworks. It was pointed out that waterworks would reduce the cost of insurance here as it had done in Montreal. But Lyman Perkins declared that the insurance would not reduce the rates in any event.

Would be Saving.

Mayor Friel pointed out that the city was then paying owners of water barrels over three thousand dollars per year in premiums for drawing water to fires. A waterworks system would save the amount and fewer firemen would be required. But all the major eloquence was of no avail, and it was not till 1874 that the waterworks idea gained the day.

DISTRESS IN RED RIVER SETTLEMENT

In 1868 Manitoba was just beginning to be settled. Around Fort Garry (Winnipeg) was what was known as the Red River settlement. In 1868 the settlers were having a pretty hard time. Crops had proved a failure the previous year and were very poor this year. A call had been issued to the people of Canada for help. A public meeting was held in the city hall. The mayor read a circular from a Mr. Brown, editor of the Nor'wester, stating the nature of the distress and the need for relief. Mr. Sprague, superintendent of Indian affairs, moved, seconded by H. McGreevy, that Ottawa assist the sufferers. Mr. McLardy and Mr. Thos. Worthington were appointed to be opened. Both motions carried and Mr. E. Yeo, manager of the Quebec Bank, was named as treasurer of the fund. Before the meeting adjourned $475 had been subscribed.

BUILDING THE FIRST DAM AT CHAUDIERE

What was big yesterday is small today, and so it is in the case of "the great dam" which was built above the Chaudiere falls fifty-five years ago. Previous to 1866 no dam had hampered the flow of the water at the Chaudiere. In the sixties the lumbermen began to find a necessity to hold back the river in the low water period. So they got their heads together and in 1868 the "great dam" at the Chaudiere was built. Compared with the new dam at the Chaudiere, the Electric Railway and the Ottawa Electric Light Company's dam, at Eastover, R. McRae built a few years ago, the great dam of 1868 was a small affair. But it was a big affair in those days and its building holds a place in Ottawa history. In passing, it may be told that this "great dam" was ruthlessly removed when the McRae dam was built.

But in the erection of the 1868 dam a notable thing was done. This was the removal from the river above the dam, of an island which was two acres in extent and stood 5 1-2 feet above the river level. The island was removed in order to offset in high water the effect of the dam, and to prevent the flooding of lands in the river above.

The 1868 dam was only 400 feet long, but it was massive. It was 74 feet wide at the base and 42 feet wide at the top, and over nine thousand yards of stone were dumped into the crib work. The dam stood above the water level in low water, but, unlike the present great dam, was below the water level at high water. The dam was built by John R. O'Connor of Ottawa, who it was stated was one of Canada's great confractors. Mr. Richard Abbott was clerk of works and the stone filling was done by Mr. Hugh Fitzpatrick.

After the work was completed, in October, there was a formal opening. On Oct. 14 the work was inspected by prominent citizens and the lumbermen tendered a banquet.

Among those present were a number of members of the house and Senate, including J. M. Currier, M.P., Dr. Jos. Grant, M.P., Robt. Lyon, M.P.P., R. W. Scott, M.P.P., John Poupore, Mr. Poupore, M.P.P., H. V. Noel, J. Holmes, M.P., Joseph Friel, Col. Leonard, Capt. Young, Mr. Blasdell, Mr. Bronson, Mr. J. R. Booth, Col. Allan Gilmour, Nicholas Sparks, Mr. McKay Wright, Robt. Bell, James Cotton, Thos. Keefer, Jos. Goodwin, and many lesser citizens. Of all those mentioned the only one who is alive today is Mr. J. R. Booth.

OTTAWA MEETS NEW YORK

In 1862 Ottawa came into direct touch with New York. The Bytown and Prescott road had been completed in 1854, but there was a gap between Prescott and New York. This gap was filled in 1862 by the building of a railway between Ogdensburg and Valleyfield. The completion of this road produced an international celebration. A large number of the most distinguished citizens of New York state came to Ottawa and were entertained by the city at luncheon and given a drive around town. This visit was made by Mr. Wm. Vanderbilt, of Robert Bell, M.P. for Russell, one of the builders of the Ottawa-Prescott railway (a daughter of Mr. Bell married the late J. W. McRae). R. W. Scott, M.P., John McGillivray and Hon. Jas. Skead, the latter in a place in the Canadian Institute and was professed to be the proprietor of Campbell's hotel. The visitors were taken down the Rideau Canal.

HOW THE FAIR BEGAN

In last week's Old Time Stuff there was printed the story of an exhibition which took place here just fifty years ago (1873). The Central Exhibition was then in its sixth year. Today is told how the Central Exhibition originated. It started in a modest little Horticultural Society. At a meeting held in McCarthy's hall on Oct. 22, the Ottawa Horticultural Society was proclaimed. The following officers were elected: President, Dr. Sewell; vice-presidents, Major Donaldson and James Fingelson; secretary, A. S. Woodburn; treasurer, T. H. Hopkins; committee of management, J. P. Featherston, D. Routh, R. Bell and C. Date.

QUICK WORK

It is told that the original St. Andrew's Presbyterian church, which was a modest stone building on the site of the present church, was erected in the short space of one week. This period probably, however, refers only to the masonry and not the interior. In 1829, when the masonry for the Ottawa locks was nearly completed, Hon. Thos. McKay, the contractor, took a gang of masons to Wellington street and built the little church in one week. The church was built in the fall of the year. Believe it or not.

Coming Events.

The Federation of Protestant Women will hold their monthly meeting in the Hollywood Studio on Monday, October 1st, at 8 p.m. All members are urged to attend.—(Adv.)

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TOO LATE TO CLASSIFY.

FURNISHED cottage, Pontiac Bay, including boat, suitable for parents or longer. Fishing, shooting. Tel. Q. 7816. 97c

SUBLET, warm brick stucco house, 5 rooms, Box 198, Citizen. 97c

SMALL house, all conveniences, 326 Bronson Ave. 97c

NEW brick house, all improvements, 5 rooms, bath, 1108 Bronson Ave., near Holland. 97c

$5,500, centrally home, completely modernized, consider closed car. Box 192, Citizen. 96c

BOY and board, central private family. Please do not answer if you do not mean business. Box 191, Citizen. 96c

DINING room set, fumed oak, consisting of china cabinet, buffet, table, 6 chairs. Apply 341W C. 96c

GAS stove, Gurney Oxford, 4 burner, as new. Apply R. 4860W. 97c

GOOD kitchen stove, medium size, furnaces, coffeepots, stoves. Apply 449 Murray. Tel. R. 5772W. 96c

PARTY wants furnished stove, water, side entrance. Q. 5906. 96c

GARAGE for let. 1a2c. 2. 2312W. 97c

FURNISHED room, $8 month, 85 Laurier Ave. W. 97c

COAT, Raccoon; shawl, coon collar, reasonable. Q. 6159W. 97c

ENGLISH baby carriage, drophead Singer sewing machine, Perfection oil heater. 1a2c. 2. 2311W. 97c

QUEBEC heater, new, 6 fold camel back. 97c

BRICK, Henderson Ave., 5 bedrooms, double parlors, hardwood floors, hot heating. 98 Henderson. R. 2472. 97c

PIANO, Heintzman, like new, for sale. 1a2c. 2. 2308W. Pinder and Tilley, cor. Bank and Cooper. 1-4-10

YOUNG man wanted to learn piano business. Apply in writing to Robertson, Pingle and Tilley Ltd., cor. Bank and Cooper. 1-4-10

ELECTRICAL and bicycle shop, well established, excellent for cash. F. Voss, 113 Queen W. 95c

NEW 7 roomed house, O.S., hardwood floors throughout, all modern conveniences, immediate possession. Apply 317 Brighton Ave. O.S. 95c

EXPERIENCED cook general, references required. Apply Headman, Apply Ashbury College, Rockcliffe. R. 1358. 97c

O.E.R. NEWS

THE OTTAWA ELECTRIC RAILWAY CO

BACK TO FIRST PRINCIPLES.

A handy distinction is sometimes drawn between a commodity and a service. A pound of tea is a commodity. A street-car ride is a service.

The reward of service is in the form of wages for labor. The function of capital is to maintain the supply of commodities which are in use for an extended, and to make advances to labor for services rendered before the goods are ultimately paid for.

The main expense of a street railway system is for labor. That is why a car-ride is usually thought of as a service. The cost of the ride will vary with the wages paid more than for any other reason. This is the central fact to be kept in mind when discussing the trolley problem.

Cut up a nickel-fare as you cut up a pie. Over half the pieces will go for wages. A very slim slice is required for the dividend paid for the use of capital. That is why the cost of capital is a greater factor in fares than the size of dividends.

The main concern of the public when looking for service is not if the dividends are too high but if they are high enough. You cannot run a railway without capital. You cannot get capital unless there is a prospect of a reasonable return on the investment.

Capital tied up in a business may be forced to accept a meager return. When you start to expand, however, the return must be adequate to meet the competition of other money-seeking projects.

JONESVILLE'S PRIZED PROBLEM.

(Life, Sept. 26, 1923.)

"One of my customers told me today that we are going to put up bronze traffic towers in Main Street," said the gray-haired travelling salesman, as he dropped into a comfortable chair in the lobby of the Hotel New Trianon, Jonesville. "Some of the committees have been to Indianapolis and seen the one at Washington and Meridian. They thought that if Indianapolis could get that close to New York there was nothing to stop Jonesville.

"It was only about ten years ago that they took down the hitching posts on Main Street, but now there are so many automobiles that you have to come downtown before breakfast to find a parking place. New York and Chicago are trying to get rid of their traffic problem and Jonesville and Peoria are trying to create one. It's the one thing they don't want to see solved; they'd rather have Publicity first. You see, traffic gives the people something to talk about and the city officials something to regulate.

WHERE AND WHY.

Crossing the street in the middle of the block means exposing oneself to the danger of fast moving vehicles at their very fastest. Motorists, and other careful drivers, always slow down as they approach street intersections. The corner is accordingly the logical place for a pedestrian to start out from when he wishes to get to the other side of the street. The automobile driver who has been trailing a street car, waiting for a chance to pass it, is quite entitled to be swerving on the gas between blocks. He may not be considerate of your safety, but you had better not try to teach him manners unless you have lashed up with his in an accident report.

IN BERLIN.

A writer, describing the "Socialisation of the street railway system in Berlin," remarks:

"Meanwhile the municipal government fell into the hands of the Socialists, with the result that politics played a most important part in the operation of the street railway. The work day was reduced to eight hours, the number of deportments was increased about twofold and the office force fourfold.

"Platform men were chosen not because of experience but for political preference. The overmanning of the system was largely attributable to conditions incident to the disbanding of the German army. It was necessary to find work for the officers, and they were given office positions with the municipal railway or acted as inspectors."

The deficit began to pile up at the rate of about fifty billion marks a day, whatever that may mean in bisnis.

THE CONFETTI THROWERS.

A recent number of Punch contains a picture of two ladies, armed with bags of confetti, who are about to board a cab. The ancient cabby—young drivers are not the chauffeurs—remarks:

"Don't save any of that stuff in the cab, please. My next is a funeral."

The trolley car, with its continually varying list of passengers, cannot be brought into harmony with the shifting joys and sorrows of life, but the need of cleanliness is as great there as in one's own car or in one's own home.

Bits of paper, peanut shells, cigaret butts—these are a few of the things that careless people drop on the floors of public conveyances, some folks even park chewing gum on the seats. They should heed the Mickey admonition to think of those who are to come after them.

PROFESSIONAL VS. NOVICE.

One of the doubtful aphorisms that pass current as wisdom is: "If you want a job well done, do it yourself."

In a good many of the concerns of life the prescription may be profitably amended: "Pay an expert to do it for you."

The business of transportation offers no exception, as proved by the daily experience of drivers on the city streets.

Last month we had 29 collisions with automobiles. In only one case was the accident due to the negligence of a street car man.

It is the business of our motormen and conductors to be careful. A street car ticket is a better safeguard than an insurance policy.

QUO VADIS?

Some of our friends have been complaining because conductors are instructed to punch the destination points on transfers. We like to get our patrons' point of view. In this connection we cannot. A transferring passenger knows whither he is bound. The validity of the transfer is not affected by having that fact stated thereon.

A transfer is something like a rain check. Just as a rain check is issued so that the patron of baseball may get a full game for his admission fee, but not two games, so a transfer enables us to give each passenger one continuous trip between points on our line. Our fares are the lowest in Canada. We cannot afford to let any crafty customer cut them in two.

SHORT CIRCUITS.

Gasoline and whiskey make a poor blend.

* * *

At any rate infants in arms always have the exact fare ready.

* * *

Some folks prefer the taxi to the trolley because of the former's personal touch. They get it.

* * *

As long as neighbors have noses how can Lord Rendrew conceal the fact that he has corned beef and cabbage for dinner.

New Issue

Dominion of Canada
Refunding Loan 1923

The new Dominion Government 5% five year and twenty year bonds are offered to investors and those now holding 1923 Victory Bonds on a basis which gives them the benefit of the unusually attractive yield to security marketed for several years. The issue is available in two maturities:

5 Year Bonds due October 15, 1928
Price: 99 yielding 5.23%

20 Year Bonds due October 15, 1943
Price: 98.25 yielding 5.14%

Holders of 1923 Victory Bonds are urged to take immediate advantage of the conversion privilege through which they obtain a bonus of fifteen days' interest in addition to a substantial cash payment for every $100 converted into bonds of the new loan.

Orders and conversion instructions may be telephoned or telegraphed to our nearest office. Full particulars on request.

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Established 1891 — *LIMITED*

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DOORS OPEN AT 9 A.M. — BARGAINS GALORE

OPEN THE L. MALETTE STORE

COR. DALHOUSIE AND MURRAY STS.

GREAT $30,000 BANKRUPT STOCK SALE
TO BE CLEARED IN 21 DAYS

SWEATER WOOL
Skeins and full ounce balls. Big range of shades. Values to 25c. Malette's Bankrupt Sale Price, each..... **9c**

TWO FEATURE ITEMS
Toilet Paper, great quality, 8 rolls, selling reg. at 5c each. Malette's Bankrupt Sale Price 3 rolls for **10c**
Brooms—Extra fine quality, colored polished handles, reg. price 65c. Malette's Bankrupt Sale price, each **59c**

WOOL BLANKETS
Pure Wool White Blankets, slightly unable size worth $8.95. Malette's Bankrupt Sale price pair **$6.95**

EXTRA SPECIALS
Children's 1 x 1 Ribbed Lisle Hose, Fenman's make, Black or Brown, sizes up to 10, reg. worth 35c. Malette's Bankrupt Sale Price, pair **29c**
4 pcs. for $1.00

Ladies' Fleece Lined Cashmerette Hose, Black only, sizes 8 1-2 to 10, reg. 59c. Malette's Bankrupt Sale Price, pair **49c**

Men's Overalls and Smocks, Blue and White stripe, all sizes, reg. $2.85, $3.45, reg. $2.95. Malette's Bankrupt Sale price, garment **$1.19**

Men's Ribbed Wool Underwear, Big Quality, selling reg. at $1.50. Malette's Bankrupt Sale price, garment **89c**

PLEASE NOTE
Other bargains too numerous to list. Come early—come often.

BREAKFAST BACON
Mild Sugar Cured, 3 to 5 lb. pieces. Malette's Bankrupt Sale Price, per lb..... **29c**

LAUNDRY SOAPS
All standard brands—Surprise, Comfort, P. and G., etc.; reg. up to 8c each. Malette's Bankrupt Sale price..... 4 for **25c**

BETTY'S PURE JAM
Raspberry and Strawberry, in 4 lb. tins, reg. $1.00. Malette's Bankrupt Sale Price, per tin **77c**

EXTRA SPECIALS
Men's Brown and Black Calf Boots, mostly Goodyear welts, worth up to $7.00. Malette's Bankrupt Sale Price **$1.98**

Ladies' Boots and Shoes in lace and strap, med., low and high heels. Patent, Kid and Brown; all sizes in the lot, reg. to $7.00. Malette's Bankrupt Sale price **$1.98**

Children's Boots and Shoes in Black, Brown and Patent, button or lace, sizes 4 to 7 1-2 and 8 to 10 1-2, reg. to $2.95. Malette's Bankrupt Sale Price **98c**

A line of Misses' Slippers and Boots, also a few Ladies' Boots. Misses' sizes 11 to 2, youths' 11 to 13, reg. to $2.95. Malette's Bankrupt Sale Price **$1.48**

PLEASE NOTE
Other bargains too numerous to list. Come early—come often.

WHITE Flannelette
35 inches wide, best Canadian quality, specially fleeced for underwear, etc., reg. 29c. Malette's Bankrupt Sale price, yd. **25c**

TWO FEATURE ITEMS
Unbleached Cotton, 36 inches wide, soft finished, from specks, worth 15c. Malette's Bankrupt Sale price **12½c**

Monarch Silk Hose, for ladies; dropstitch effect; shades of Black, White, Grey, Nude and Brown; reg. 85c. Malette's Bankrupt Sale price, pair **69c**

CHILDREN'S SWEATERS
Shown in assorted color combinations, worth 75c. Malette's Bankrupt Sale price, each **25c**

SALE ON AT THE OLD STAND CORNER DALHOUSIE and MURRAY STREETS

EXCLUSIVE
Ladies' Tailoring

Correct in Every Detail
Fall and Winter styles as displayed in all the latest New York creations are here for you to select from.
Our sixteen years of continual service devoted exclusively to the tailoring of ladies' garments is your assurance of the best workmanship.
The quality of the materials, the moderate charges, together with the satisfaction we give is steadily increasing our patronage.

AN INVITATION
A number of models copied from the advance New York designs have been completed and are here for your inspection.

M. Max — LADIES TAILOR
R. 306. — Established 1897. — 104 RIDEAU ST.

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